

AVE_June2005 Flight Summary

24 June 2005

General Information

Flight date – 24 June 2005

Flight description – Flight 9 AVE mission

Flight duration – 4.7 hours

Crew – Bill Ehrenstrom, John Bain (281.244.9661)

Instruments flown (17): ACAM, Argus, CAFS, CPL, CIMS, FCAS/NMASS/MACS, Harvard Water Vapor, JLH, MMS, MTP, Ozone, PANTHER, PT, S-HIS, WAS

Instruments not flown: IRIS

Flight Log

| | | | | | |
|--------------------|-------|-------------------|-------|----------------------|------|
| MMS ON | 11:29 | Takeoff | 11:48 | Begin Descent | 3:31 |
| Before Taxi | 11:40 | Climb/5000 | 11:50 | Landing | 4:25 |

Gear extension/retractions

| | | | | | | |
|------------------|-------|--|--|--|--|--|
| Gear Up | 11:48 | | | | | |
| Gear Down | 4:20 | | | | | |

Weather Observations

Climb:

- We passed cumulus clouds at about 2,000 ft on climb-out. It was hazy below the clouds, but clear above by about 6,000 ft.

Cruise:

- The sky was clear with scattered cumulus clouds and thunderstorms all around.
- We passed a large thunderstorm to the right of us at 12:12. At 1:15, we past another big thunderstorm to the left. I took photos of these storms.
- At about 3:10 on the way back, we passed over a very large storm which came almost to our altitude (59 kft). I took photos.

Descent:

- The descent was clear of clouds.

Flight Profile

We flew the planned profile with the following exceptions:

- We turned about 150 miles north of the planned waypoint 4 due to fuel considerations.
- The zoom was started at 3:25 and went to 61.5 kft.
- The 180-degree turn was initiated at 1:57.
- The MMS maneuvers were done at about 0.3 mach on the return to Ellington, after descending to 23 kft. The pitch was done at 3:50, the yaw at 3:51, and the box at 3:53.

Instrument Notes

- The MTP display failed at 2:40 (59 kft) on the return leg. I tried to cycle power twice, with no success. It came back on at 3:35 pm (53 kft).
- The S-HIS fail light came on in the final descent with spoilers at 3:36 (50 kft). I cycled the switch successfully at 23 kft and again at 10 kft but, each time we started another descent, the light came back on shortly thereafter.
- The Harvard water vapor light came on at 6,500 ft during descent, as expected. No action was taken.
- The CIMS fail light came on at about 2,850 ft during descent, as expected. No action was taken.

To ftp for the nav data:

IP address 128.157.138.64

Username: anonymous@wb57f.asds.net

Password: <any email address>

The directory is: WB57F_Processed/AVEJUN05